

INFORMATION REPORT

CD NO.

COUNTRY Yugoslavia

DATE DISTR. 17 March 1949

SUBJECT Shipyard at Split

NO. OF PAGES 4

PL ACE 25X1A6a

NO. OF ENCLS. 1 sketch 25X1A2g
(LISTED BELOW)

ACQUIRED

SUPPLEMENT TO
REPORT NO.

DATE OF INFO. [REDACTED] 25X1X6a

25X1X6

1. The shipyard "Poduzece Vicko Krstulevic, Split - Jadranska Brodogradilista" lies on the Gulf of Solin, north of the town of Split. Since the end of the war the yard has concentrated on repairing old wrecked and raised ships. The Yugoslav ships PARTIZANKA and RADNIK were repaired in this yard. Supavalski street leads to the shipyard from Split but a new concrete road is planned which will connect the yards with the Split-Trogir highway. The shipyard is surrounded partially by a wall two meters high with barbed wire stretched along the top, and partly by a barbed wire fence. The area east of the shipyard is being filled in to permit outward extension of the sea wall. A modern foundry is being constructed in the filled-in area. According to the Five Year Plan, the shipyard is scheduled to build a special industrial railway to the railroad station at Predgradje. The route was surveyed in the summer of 1948, and work is to begin as soon as rails are available.

2. ~~Numbers~~ of buildings and installations correspond to those on the attached map.

No. 1: Gatehouse; stone construction, single-story.

No. 2: Administration building; contains UDB offices, finance office, telephone exchange, technical offices, billing office, control office, deputy director's office, several small storerooms. The building is tile-roofed, single-story, and of stone construction.

No. 3: Single-story stone villa containing the office of the personnel clerk, pay office and living quarters. The villa is adjacent to Building No. 2.

No. 4: Ship carpenter's shop, single-story with tin roof.

No. 5: Carpenter shops, joiners' shops, paint shop, glazier's shop, store-rooms. Single-story building with tin roof.

No. 6: Installation consisting of two sections, both single-story with tile roof.

Section 1: Garages; transport chief's office

Section 2: Storeroom for carpenter tools; storeroom for cement.

CLASSIFICATION ~~CONFIDENTIAL~~ ~~CONFIDENTIAL~~

STATE	<input checked="" type="checkbox"/>	NAVY	<input checked="" type="checkbox"/>	NSRB		DISTRIBUTION	
ARMY	<input checked="" type="checkbox"/>	AIR	<input checked="" type="checkbox"/>	FBI			

CENTRAL INTELLIGENCE AGENCY

25X1A2a

-2-

- No. 7: Small bunker of reinforced concrete, completed during the war.
- No. 8: Planning and wages departments; registration and statistical office; mess; old materials storeroom.
- No. 9: UDB prison for convicted workers, and for those under investigation. Small, stone building.
- ✓ No. 10: Oxygen plant. The oxygen plant was formerly owned by Marin POPARIC of Split, but in the spring of 1948 it was nationalized and attached to the shipyard.
- No. 11: Melting and casting plant which produces a limited amount of small, simple castings.
- No. 12: Locksmith's shop.
- No. 13: Main store.
- ✓ No. 14: In this building mold carpentry is done for casting plant.
- No. 15: This installation has three sections:
- a. Forge
 - b. Ship forge
 - c. Machine shop
- No. 16: Syndicate branch office; Naval Detachment headquarters; Military Intelligence office; auxiliary diesel-operated power plant.
- No. 17: Welding shop.
- No. 18: Electrical shop.
- No. 19: Chemical laboratory and testing department.
- ✓ No. 20: This building, which is not yet completed, will be a large, hangar-shaped machine shop.
- No. 21: Scrap iron storage.
- No. 22: Store of ship plates; crane with 8 tons capacity.
- Buildings 8 to 22 are single-story, stone construction, and tin-roofed. They were built without any definite plan as the shipyard expanded and do not have a uniform appearance.
- No. 23: Two ship cradles, each of 3,000 tons capacity. Between the cradles is a mobile crane of 50 ton capacity.
- No. 24: Three small ship cradles for boats, barges, and other craft.
- No. 25: Three small cranes, capacity 6 tons each.
- No. 26: Floating dock, capacity 6,000 tons.
- No. 27: Floating dock, capacity 10,000 tons, capable of carrying ships up to 14,000 tons displacement.
- No. 28: Stone pier, 180 meters long. The end of the pier is extended by floating pontoons.

Document No. 009

NO CHANGE in Class. ☐☒ DECLASSIFIED

Class. TO: TS S C

Declass. 4 Apr 77

Auth: DCA REG. 77/1793

Date: Approved For Release 1999/09/09 : CIA-RDP82-00457R002500210011-3

~~SECRET~~
CENTRAL INTELLIGENCE AGENCY

25X1A2g

-3-

Sources of Material and Power

3. The machines in the shipyard are electrically operated with current supplied by the Tito Hydro-Electric Plant which is located 26 km northeast of Split. Coal for the tugs used in the shipyard comes from the Siveric mine near Sinj, and from Trbovlje, Slovenia. Raw materials, equipment and machines are obtained from the following sources in Yugoslavia.
 - a. Jesenice Steel Combine (Slovenia): Tin, iron plates, molds, forms, jigs and iron rods.
 - b. Zenica and Varesa (Bosnia) plants: Iron plates, large molds, forms, and jigs.
 - c. Itotstroj (Ljubljana): Brass products, such as window and porthole frames, door knobs, and pumps.
 - d. "Rade Koncar" Plant (Zagreb): Electrical machinery, lighting equipment, and cables.
 - e. Rijeka shipyards: Small internal combustion engines.
 - f. Oxygen plant adjacent to the shipyard: Oxygen, at an output of 1,000 liters per day.

Foreign factories supply engines, turbines, complicated auxiliary machines, kettles, stills, rudders, screws, propellor shafts, large molds, forms, jigs, and masts.

Security

4. The shipyard is heavily guarded. Until 1 December 1947, the guard was composed of a special "Industrial Militia", but since that time most guard duties have been taken over by the Yugoslav Army detachment at Split. There are 12 guard posts, and the guards are reinforced at night by a special assault detachment of 15 men and one NCO. Guards and reinforcements are all armed with sub-machine guns of Russian and German origin. Telephone connections run between the individual guard posts and the guard commander who, in turn, is connected with the Army headquarters at Split. In addition to the Army guard a civilian "charge-of-quarters" duty ~~was~~ in consecutive 24-hour periods. Duty officers are assigned to each workshop and are under the command of a chief duty officer for the shipyard as a whole. This duty is performed only by members of the Communist Party. The chief duty officer and the guard commander inspect all guards, workshops, and storehouses at night. The sea off the shipyard is constantly patrolled at night by a motorboat with a maximum speed of 12 miles per hour, manned by a crew of four who are armed with two heavy machine guns.

Employees

5. At present 3,000 workers and other employees are employed in the shipyard. According to the Five Year Plan this figure is to be increased to between 5,000 and 6,000 by 1951. Unspecified numbers of German engineers and technicians are also employed at the shipyard. Skilled workers receive 22 to 23 dinars per hour; semi-skilled, 15 or 16; unskilled workers, 12; German specialists, 30 to 40 dinars per hour. Monthly wages for other employees are: junior officials, 1,900 dinars; chief clerks, 2,600 to 3,800 dinars; office heads, 4,500 to 5,600 dinars; engineers and heads of departments, 8,000 to 9,000 dinars; German engineers, 11,000 to 12,000 dinars. The director receives 8,000 dinars a month, plus special bonuses; the personnel clerk receives 5,800 dinars; and UDB agents, average between 6,000 and 8,000 dinars a month, plus special bonuses. The workers maintain their own cooperative, called "SRSPVK" (Sluzba Radnickoga Snabdjevanja Poduzeca Vicko Krstulovic). Food obtained in the cooperative is much better than that available to ordinary civilians.

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~
CENTRAL INTELLIGENCE AGENCY

25X1A2g

Government Jurisdiction

6. The shipyard is under the jurisdiction of the Chief Direction of the Shipyards Administration at Rijeka, and consequently under the Federal Ministry of Defense at Belgrade. The shipyard is under military administration.

Key Personnel

7. Colonel Nikola ARANCIC, director; appointed in the spring of 1948; able and clever.

Bartul ALUJEVIC, deputy director; 40 years of age, 1.85 m tall. He worked in the yard as an ordinary worker before the war. He belonged to the field organization of the OF during the war, and is a Communist, and is good-natured.

Bozo CULIC, personnel clerk; age 40; 1.70 m tall; thin; fair. He was a ship's smith in the yard before the war, and a political commissar during the war. He is a member of the People's Committee of the Town of Split and a Communist. He is politically active, an ardent Communist, and is generally disliked.

Ive MATOSIC, chief of the planning department and deputy personnel clerk. He is an active and convinced Communist.